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FTI FAA TELECOMMUNICATIONS INFRASTRUCTURE

Why FTI?

A review of the current posture of FAA telecommunications shows that there are many real opportunities to improve performance and reduce the overall cost of providing telecommunications services.

The FAA's current mix of owned and leased telecommunications services lacks flexibility and is not cost effective. The demand for more mission support services, particularly data services, and the current budget mandate that more cost effective services must be provided.

FAA Telecommunications Infrastructure (FTI) is an integrated suite of products, services and business practices that is modernizing National Airspace System (NAS) telecommunications. FTI will not only provide cost effective services, it will replace obsolete equipment and provide security safeguards required to protect the critical communications of the FAA.

Scope

The first priority of the FTI will be to replace the LINCS services. FTI will then replace FAA-owned networks, such as Data Multiplexing Network (DMN) that have hardware obsolescence problems. FTI is intended to provide total telecommunications for the FAA in the next 15 years. These services include voice and data services, NAS Operational and Mission Support services, primary and backup services, and services using all appropriate means (terrestrial, satellite communications, microwave, etc.).

Business Model

FTI is a new type of contract for FAA telecommunications. It is a performance-based contract that not only provides for a wide array of telecommunications services at competitive market-based prices, but also assures that the prime contractor is incentivized to build partnership with the FAA and achieve FAA goals for telecommunications performance and service. The performance-based elements include:

- An award fee structure offering positive incentives to ensure performance and build partnership
- A service level agreement providing invoice credits for the FAA when performance is not met
- Proactive action provision addressing negative trends

Services

FTI offers a broad portfolio of services, including:

- **Telecommunications:** 75 service classes matched to requirements and modern technologies
- **Managed Security Services:** encryption, intrusion detection, Virtual Private Networks (VPNs)
- **Network Management Services:** dedicated Network Operations Control Center (NOCC)
- **Integrated Business System:** service ordering, invoicing, and inventory management

Transition Strategy

The FTI Transition Master Plan calls for a phased transition with an expected duration of approximately five years. The incremental transition approach begins with the establishment of a backbone network at the ARTCCs, Herndon Command Center, Volpe, Aeronautical Center, WJHTC, NADIN NNCCs. Once the backbone is established, implementation will continue at an additional 322 major nodes and approximately 4,000 remote sites. The focus is on minimizing risk while migrating users from legacy networks. Transitioning from the LINCS network and accommodating new users during transition to minimize investment in legacy networks are top priorities.

The FTI Team

The FAA FTI Program Office has the capability and responsibility to manage all aspects of the FTI Program. The Harris team is specifically tailored to bring broad based services support to the FAA. Innovative elements of the team structure include adding access providers to the team at the first tier. Much of the FAA's telecommunications services needs are "local" in nature and need local solutions. This team structure gives Harris, the prime contractor, direct contact with the access provider who actually brings the service into the FAA facility, the "last mile" of connectivity.

Objectives		Solutions
Establishment of an FAA/Supplier partnership to mutually satisfy FTI objectives.	✓	Performance-based award fee plan. Over $65 million award fee to be allocated based on the achievement of FAA goals and objectives. Plan includes six performance categories and measures of effectiveness (MOEs) – all tied to FTI goals and objectives.
Incremental replacement of government owned and maintained, separately managed, multiple switching and multiplexing systems with integrated commercially available services.	✓	Single, scalable FTI network employing a variety of modern technologies. Over 70 service classes defined by RMA, latency, voice quality, blocking, etc. Enables the goal of a fully converged, bandwidth on demand, all digital network.
Efficient aggregation of access and transport traffic.	✓	Award fee measure of effectiveness directly tied to access aggregation/network optimization. Separation of engineering (Harris) and service provisioning (Sprint and RBOCs).
Continuity of services during transition and implementation with minimum disruption or security risk exposure.	✓	Service verification prior to deployment. Phased implementation approach based on detailed planning, coordination, site surveys, parallel operations and minimal "hot cutovers." Single installation followed by technology upgrades.
Integrated telecommunications planning, engineering and implementation.	✓	Broad portfolio of services including telecommunications, planning and engineering, enhanced security, network management and business systems.
Integrated network management and operations.	✓	FTI-dedicated Network Operations Control Center (NOCC). Fully integrated network management, security and business systems operations. Integrated with teammate NOCCs and with FAA Operational Control Centers (OCCs).
Accommodate future traffic growth and support new government programs.	✓	IDIQ contract with available ceiling. Commercial services delivered by industry leaders.
Introduction of new service offerings at competitive prices.	✓	Shared savings provision, whereby funds development and implementation of network enhancements. Harris pass-through of teammate costs without mark-up.
Use of price management mechanisms for continuous price adjustments to remain competitive with the commercial market place.	✓	Annual certification by service providers that FAA is receiving best price compared to other large customers. Recompetition of service requirements in years 6, 10, 14.
Access to a common base of detailed, timely network management information.	✓	Integrated Business System for ordering, invoicing and inventory management shares common database with NMO available to FAA via secure Web-based interface.
Measurement of traffic usage for network optimization and efficiency of bandwidth.	✓	Award fee measure of effectiveness directly tied to access aggregation/network optimization. Separation of engineering (Harris) and service provisioning (Sprint and RBOCs).
Cost allocation using a database management and invoicing structure that can allocate costs to users.	✓	Integrated Business System for ordering, invoicing and inventory management coupled with third-party IFMS vendor.
Performance-based services contract with credits for not meeting performance requirements.	✓	Service Level Agreement specifies invoice credits due to FAA if performance is not met: restoration time, outages, availability, security performance.

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